

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DFW08LA121		Aircraft Registration Number: N747CT	
		Occurrence Date: 04/28/2008		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By:	
Location/Time					
Nearest City/Place Miami	State OK	Zip Code 74354	Local Time 1430	Time Zone CDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 3			
Aircraft Information Summary					
Aircraft Manufacturer TROMSNESS ENTERPRISES INC		Model/Series TURBINE LE		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident: *** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. *** On April 28, 2008, at 1430 central daylight time, an experimental Tromsness Enterprises, Incorporated Turbine Legend, N747CT, a single-engine turbo prop airplane, was destroyed by post-impact fire when it collided with a concrete barrier in the center median of Interstate 44 in Miami, Oklahoma. The certified private pilot, and sole occupant, was fatally injured. The airplane was registered to and operated by the pilot. No flight plan was filed for the local flight that departed the Miami Municipal Airport (MIO), Miami, Oklahoma, between 1400 and 1415. Visual meteorological conditions prevailed for the personal flight conducted under 14 Code of Federal Regulations Part 91. Several witnesses observed the airplane prior to the accident and stated that it was spiraling as it descended to the ground. One witness said the airplane was approximately 500 feet above the ground and was heading southeast as it descended in an approximately 80 degree nose down attitude before it hit the median barrier and exploded into flames. A second witness was traveling westbound on the interstate when he first observed the airplane. He said. "I saw the airplane moving in an unstable manner when it went totally out of control heading in a [southwest] direction. It started losing altitude fast, rolled over three times then hit the road left wing first, nose slightly upward. The plane burst into flames upon impact as it hit the center road barrier." A third witness was also traveling west on the interstate when he first noticed "a small single engine airplane" that seemed to be "too low." The witness said, "I watched as the airplane suddenly dipped right then dipped left and did a complete roll. It managed to get upright just when it hit the interstate...." An on-scene examination of the airplane was conducted by the Federal Aviation Administration (FAA). According to an FAA inspector, the airplane, which is comprised mostly of composite material, was destroyed by fire. The only identifiable parts of the airplane that remained were the propeller, the engine, a flap, a section of the vertical stabilizer, the elevator, the landing gear and both wing spars. The three-bladed propeller remained attached to the engine; however, one blade had separated from the hub. Examination of the blades revealed that they were curled aft, exhibited leading edge damage and deep gouging from impact with the concrete barrier. The cockpit area, including the instrument panel, avionics and radios, were also destroyed by fire. External examination of the engine revealed no pre-mishap anomalies. The pilot held a private pilot certificate for airplane single-engine land and glider. His last FAA third class medical was issued on November 27, 2007. At that time, he reported a total of					
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Narrative (Continued)

3,012 flight hours.

Toxicological testing was conducted by the FAA Accident Research Laboratory, Oklahoma City, Oklahoma. Blood submitted for that testing is noted in the pilot's autopsy report to have been collected from the chest cavity. The toxicology report noted:

>> 3.126 (ug/mL, ug/g) TRAMADOL detected in Blood
 >> TRAMADOL present in Urine
 >> 0.343 (ug/mL, ug/g) HYDROCODONE detected in Urine
 >> HYDROCODONE NOT detected in Blood
 >> 0.084 (ug/mL, ug/g) DIHYDROCODEINE detected in Urine
 >> DIHYDROCODEINE NOT detected in Blood
 >> GABAPENTIN present in Urine
 >> GABAPENTIN NOT detected in Blood
 >> BUPROPION detected in Blood
 >> BUPROPION present in Urine
 >> BUPROPION METABOLITE present in Blood
 >> BUPROPION METABOLITE present in Urine
 >> 0.011 (ug/mL, ug/g) TRAZODONE detected in Blood
 >> TRAZODONE present in Urine
 >> 8.403 (ug/mL, ug/g) ACETAMINOPHEN detected in Blood
 >> 55.48 (ug/mL, ug/g) ACETAMINOPHEN detected in Urine

Review of the pilot's personal medical records revealed a history of anxiety, depression, muscle pain, severe headaches most mornings, obstructive sleep apnea (OSA), and memory loss since at least 1999. He noted "spells" of weakness during this period, and episodes of "shaking" in February of 2007. He had been regularly using multiple medications, including tramadol, gabapentin, trazadone, and flurazepam since at least 2006, and hydrocodone and bupropion since at least early 2007, with prescriptions documented for each of the medications in the months leading up to the accident. He had intermittently used a CPAP (continuous positive airway pressure) device to treat his OSA.

The pilot had specifically denied any history of "Frequent or severe headaches," "Mental disorders of any sort; depression, anxiety, etc.," "Admission to hospital," and "Other illness, disability, or surgery" on his two most recent applications for airman medical certificate in October 2005 and November 2007. He indicated the use only of "Excedrin - over the counter" in response to "Do You Currently Use Any Medication" on his 2007 application. In response to the same question on the 2005 application, the pilot had noted the use of tramadol "occasionally," without any other indication of the frequency, amount, or reasons for its use, and the FAA did not request any additional information regarding the use of the medication.

Weather reported at Grove Municipal Airport (KGMJ), about 20 miles south of the accident site, at 1432, was reported as wind from 330 degrees at 11 knots gusting to 15 knots, visibility 10 miles, clear skies, and a barometric pressure setting of 30.12 inches of Mercury. The temperature was 63 degrees Fahrenheit and the dewpoint was 41 degrees Fahrenheit.

Updated on Jan 29 2009 5:56PM

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Landing Facility/Approach Information						
Airport Name Miami Municipal Airport		Airport ID: KMIO	Airport Elevation 808 Ft. MSL	Runway Used N/A	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Approach/Arrival Flown: NONE						
VFR Approach/Landing: None						
Aircraft Information						
Aircraft Manufacturer TROMSNESS ENTERPRISES INC		Model/Series TURBINE LE		Serial Number 137T		
Airworthiness Certificate(s): Experimental (Special)						
Landing Gear Type: Retractable - Tricycle						
Amateur Built Acft? Yes		Number of Seats: 2		Certified Max Gross Wt. LBS	Number of Engines: 1	
Engine Type: Turbo Prop		Engine Manufacturer:		Model/Series:	Rated Power: 760 HP	
- Aircraft Inspection Information						
Type of Last Inspection Unknown		Date of Last Inspection	Time Since Last Inspection Hours		Airframe Total Time Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed?/Type No		ELT Operated? No		ELT Aided in Locating Accident Site? No		
Owner/Operator Information						
Registered Aircraft Owner TROMSNESS ENTERPRISES INC		Street Address 3600 S 630 RD				
		City QUAPAW		State OK	Zip Code 74363-1877	
Operator of Aircraft TROMSNESS ENTERPRISES INC		Street Address 3600 S 630 RD				
		City QUAPAW		State OK	Zip Code 74363-1877	
Operator Does Business As:				Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Personal						
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		Occurrence Type: Accident								
First Pilot Information										
Name		City		State	Date of Birth					
On File		On File		On File	Age					
					72					
Sex: M	Seat Occupied: Unknown	Occupational Pilot? No		Certificate Number: On File						
Certificate(s): Private										
Airplane Rating(s): Single-engine Land										
Rotorcraft/Glider/LTA: None										
Instrument Rating(s): None										
Instructor Rating(s): None										
Current Biennial Flight Review?										
Medical Cert.: Class 3		Medical Cert. Status: Unknown		Date of Last Medical Exam: 11/2007						
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual	Instrument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time	3012									
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										
Seatbelt Used? Unknown		Shoulder Harness Used? Unknown		Toxicology Performed? Yes		Second Pilot? No				
Flight Plan/Itinerary										
Type of Flight Plan Filed: None										
Departure Point				State	Airport Identifier	Departure Time		Time Zone		
Same as Accident/Incident Location					MIO			CDT		
Destination				State	Airport Identifier					
Local Flight										
Type of Clearance:										
Type of Airspace:										
Weather Information										
Source of Wx Information:										
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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
GMJ	1432		Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light:	
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 30.12 "Hg
Temperature: 17 °C	Dew Point: 5 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 330	Wind Speed: 11	Wind Gusts: 15			
Visibility (RVR): Ft.	Visibility (RVV) SM				
Precip and/or Obscuration:					

Accident Information		
Aircraft Damage: Destroyed	Aircraft Fire: Ground	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot	1				1	
Second Pilot						
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants						
Other Crew						
Passengers						
- TOTAL ABOARD -	1				1	
Other Ground						
- GRAND TOTAL -	1				1	

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Administrative Information		
Investigator-In-Charge (IIC) Leah D. Yeager		
Additional Persons Participating in This Accident/Incident Investigation: Ernest J Holdsclaw Oklahoma FAA/FSDO		
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